

**Distributed at the Planning and Development Council Meeting of September 9, 2019
Re: Item 5 – Recommendation Report, 320 Bronte Road Inc., Proposed Official Plan
and Zoning Amendment, Draft Plan of Subdivision and Draft Plan of Common
Element Condominium, 320 - 350 Bronte Road, File No.'s: Z.1631.01, OPA 1631.01,
24T-19001/1631, 24CDM-19001/1631**

Email received from Resident

From: Scott Barker [REDACTED]
Sent: Monday, September 09, 2019 11:57 AM
To: Town Clerk; Sean O'Meara
Cc: Janice Barker; Scott Barker
Subject: Tonight's meeting regarding File No's: Z.1631.01, OPA 1631.01,
24T-19001/1631 & 24CDM-19001/1634, Ward 1

To: The Planning and Development Council and the Clerk of the Town of Oakville

**Subject: File No's: Z.1631.01, OPA 1631.01, 24T-19001/1631 & 24CDM-19001/1634,
Ward 1**

Dear Sirs & Madams:

I have been hoping to attend this evening's meeting, but business meetings on the east side of the GTA will likely prevent me from doing so.

I am writing to express my deep concerns about the Proposed Plan of Subdivision and Proposed Plan of Condominium 320, 324, 338, 346 and 350 Bronte Road by 320 Bronte Road Inc.

Let me start by saying that I am conceptually in favour of both intensification and increasing the supply of housing in Oakville – with the caveat that it should be where infrastructure the infrastructure permits such intensification.

The arteries feeding the intersection of Bronte and Rebecca simply cannot reasonably accommodate increased traffic, let alone the “noise” and increased risk to the public of additional vehicles consistently trying to entering and exiting the designated site during rush hour.

To be more specific about the congestion and public hazards already observed:

During morning rush hour

Eastbound traffic on Rebecca often backs up west of Mississauga St and there is a steady stream of vehicles trying to make left turns northbound onto Bronte, during the left turn signal and during the few gaps in oncoming traffic.

The northbound traffic on Bronte north of the intersection of Bronte & Rebecca often bogs down because of cars exiting or entering Bridge – and sometime due to the effects of the stoplight at Valhalla & Bronte.

While I would not propose a light at Bridge & Rebecca, as it's too close to the intersection of Bronte & Rebecca and would increase the chaos, cars exiting southbound onto Bronte already create additional traffic snarls and some close-calls. New vehicles entering Bronte from the other side of the street would increase the risk.

I believe there is also school bus traffic entering/exiting Bridge.

During afternoon rush hour:

Southbound traffic on Bronte often backs up to the underpass north of Speers. It is difficult to turn left onto Bronte from Speers, due to the congestion at that intersection, even when there is a left turn signal.

Traffic crawls from Speers to the intersection of Bronte and Rebecca, with drivers already making aggressive moves to merge at Waterford and often aggressive moves from drivers entering or exiting Bridge.

Southbound Bronte also desperately needs a longer right-turn lane, which should run north of 320 Bronte to minimize congestion.

I cannot see how Bronte can safely accommodate northbound cars trying to turn left into the proposed subdivision during either rush hour.

Westbound traffic on Rebecca backs up west of the St Dominic's campus and crawls.

Take this anecdote for what it's worth, but it often used to take me as long, or longer, to get from the area around the intersection of Speers and Bronte to my home on Silverthorn, as it took me to get to that intersection from my former office at Trafalgar and the South Service Road.

Required Infrastructure Upgrades Prior to Further Development:

(Particularly in light of the large developments already under construction at Bronte and Lakeshore) I cannot see how this Council could approve any further developments feeding traffic into the Bronte/Rebecca area until such time as:

- Bronte has been widened to 4 lanes and a central turning lane has been introduced;
 - Rebecca has been widened to 4 lanes; and
 - The right turning lanes on Bronte and Rebecca have been widened.
-

At this point I could see traffic exiting from the proposed development being permitted to turn southbound onto Bronte (only). Northbound turns will remain too chaotic under any circumstance, including the introduction of additional lights, which will snarl traffic further.

A comment on the developer's assertions:

Developer's suggestion that the existing transit infrastructure is sufficient to ensure that the impact of this new development is disingenuous – unless there is agreement that the units will not have parking and that, somehow, there will be no need for construction vehicles.

In summary, additional development at that location is not in the best interests of residents in Bronte, West Bronte or the Great Lakes area – particularly as long as the current infrastructure remains underdevelopment.

I would also implore the Town to invest in this infrastructure as soon as possible

Sincerest Regards,
Scott Barker
[REDACTED] Silverthorn Dr
